



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Thurman Street Improvements, City Participation

MEETING DATE: March 16, 1994

PREPARED BY: City Manager

RECOMMENDED ACTION: That the City Council review the staff report on participation in the costs of the construction of Thurman Street and take the appropriate action.

BACKGROUND INFORMATION: The City has a plan for the development of Thurman Street that was adopted in 1971. The street provides circulation and access for the parcels in the area between Beckman Road and future Guild Avenue south of the Central California Traction tracks along Lodi Avenue (see Exhibit A). Thurman Street has not been built yet; however, with the development of the Minton property and the acquisition of the Fred Reid Industrial Substation site by the City, we have the right of way for the south half fronting Minton and the whole street fronting the substation site. Some utilities have also been installed in the street right of way along the Minton building frontage.

The full width of the street will be 48 feet curb to curb in 64 feet of right of way. This would allow two travel lanes plus parking in each direction. With only half the width, parking would be eliminated to allow two travel lanes. The present plans for building Thurman Street within this right of way are that the City will do the plans and bid the project this spring/summer. The obligations for payment for this work are shown in Exhibit B.

The City has been working with a serious buyer of the Minton parcel who has expressed a desire to have the complete street built in the near future to allow better truck access to the east portion of the property. This would entail the acquisition of right of way from the Triangle Pacific parcel in addition to the actual construction costs. As well as improving the access to the east portion of the Minton property, this would allow on-street parking and would avoid the transition from half to full width at the north-south Central California Traction (CCT) tracks that cross Thurman Street.

The cost for this additional street work is approximately \$93,000, not including sidewalk (which would cost an additional \$12,000 and is not recommended under these circumstances). The additional right of way required is slightly under one acre of land from the Triangle Pacific property. Past verbal discussions with the Triangle Pacific plant manager have indicated little interest in the street from them, although these conversations were in the context of the City fronting the money for the street and later obtaining repayment from the property owner under some type of agreement.

The question before the Council is whether the City is interested in building the street without an agreement on reimbursement from the Triangle Pacific property owners. If so, we could offer to Triangle Pacific to build the street in exchange for the necessary right of way.

APPROVED _____

THOMAS A. PETERSON
City Manager




RECYCLED PAPER

The Council has indicated a desire to become competitive with other cities and states in the economic development arena. A positive response on this street improvement issue would send a clear message affirming the City's commitment to bringing new industry to Lodi. However, there are a number of points to consider in making this decision:

- ◆ Precedent - While the City has exchanged improvements for right of way in a number of situations, most (if not all) involved older residential property surrounded by adjacent new development. We do not recall a situation similar to this, particularly with this high of a dollar amount. Staff is concerned about making this offer without some clear reason why we are doing so in this case unless Council wishes to adopt a new policy on street improvements for all or some clearly defined type of industrial development
- ◆ Special Circumstances - Aside from the beneficial economic development issues for the general area and the undeveloped portion of the Triangle Pacific parcel, there are some specific circumstances and differences between the Triangle Pacific parcel and other corner parcels (such as Minton) that could support a decision to make the offer in this case:
 - The Triangle Pacific property (formerly Super Mold) was developed prior to adoption of the Thurman Street plan, thus the street construction was a "new" requirement;
 - There is substantially less developable land along Thurman Street at Triangle Pacific compared to Minton;
 - The Minton buyer plans to use Thurman Street for access while the Triangle Pacific building is not configured to use it in the future;
 - One of the major reasons for even having Thurman Street is to provide access to the parcels that have no access other than across the CCT tracks adjacent to Lodi Avenue, which includes the City's industrial substation parcel.
- ◆ Financing - The main source of funds we see available within the required time frame would be Gas Tax funds. This will have some negative effect on future street projects as this amount is about 10 percent of our annual Gas Tax revenue. Given the time constraints, the only other option would be General Fund reserves which are very limited.

FUNDING: To be determined by Council.


Thomas A. Peterson
City Manager

Prepared by Richard C. Prima, Jr., City Engineer, and Janet Keeter, Economic Development Coordinator

TAP/RCP/JK/lm

Attachments

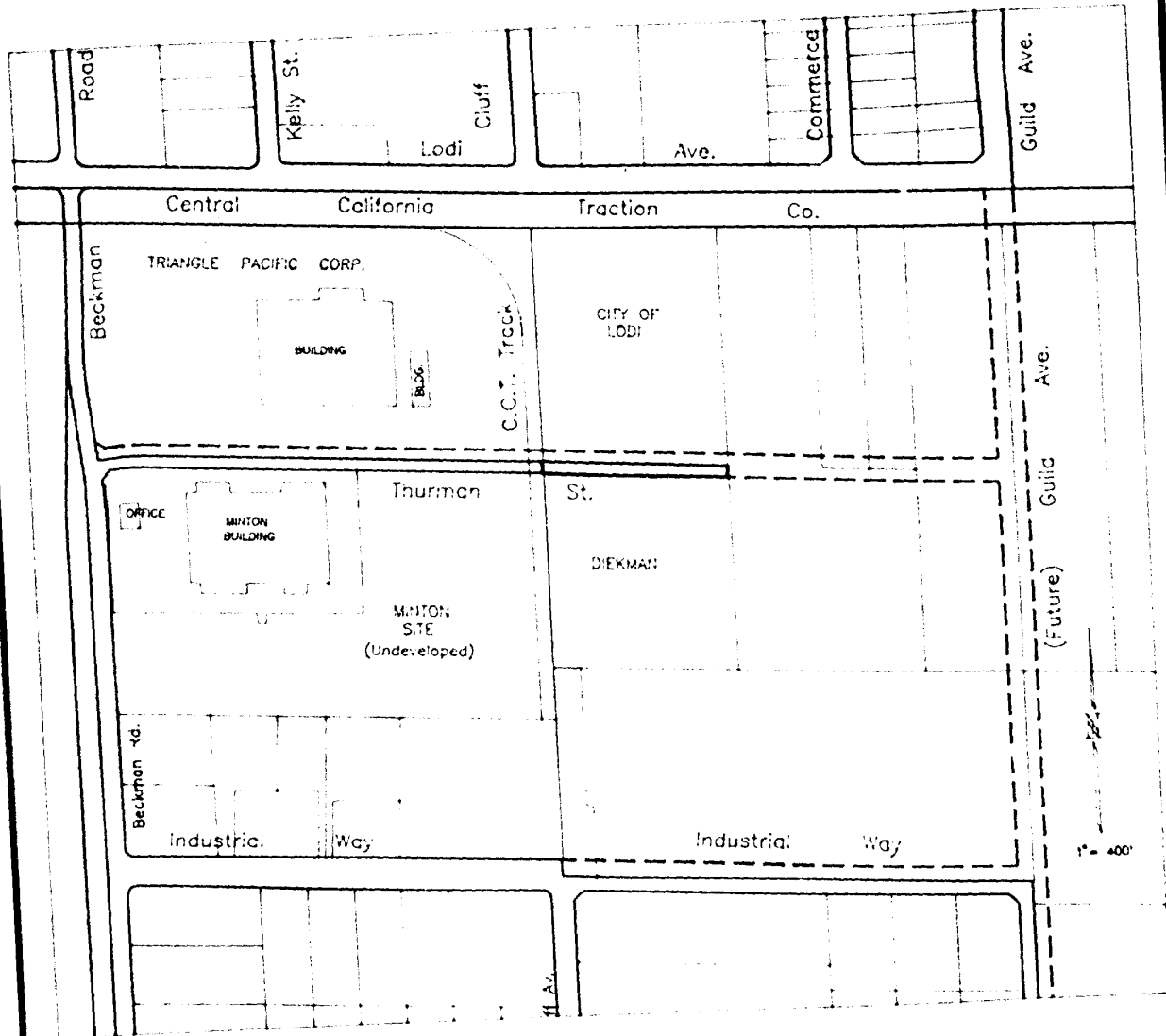
cc: Chamber of Commerce

EXHIBIT A



CITY OF LODI
PUBLIC WORKS DEPARTMENT

**THURMAN STREET
& VICINITY**

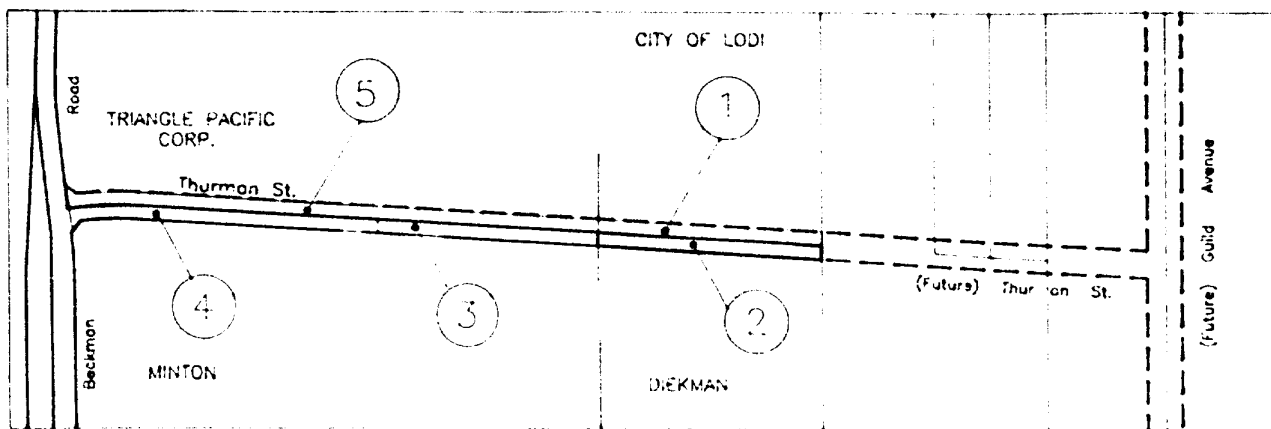


LEGEND:

--- Future R/W

**CITY OF LODI**

PUBLIC WORKS DEPARTMENT

**THURMAN STREET
1994 CONSTRUCTION****THURMAN STREET****NOTES.**

- ① Improvements by City for Substation Site.
- ② Improvements by property owner, planned to be done with ①.
- ③ Improvements by City to provide access to Substation, possible future reimbursement by property owner, planned to be done with ①.
- ④ Improvements required under Minton agreement by property owner, planned to be done with ③.
- ⑤ Possible improvements by City in exchange for R/W

N.T.S.